



King County

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September 7, 2011

Charlie Howard, Director of Transportation Planning
Puget Sound Regional Council
1011 Western Avenue, Suite 500
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Dear Mr. Howard:

The Puget Sound Regional Council, working with its advisory groups, has made good progress in developing a framework for discussion and identifying key policy issues that will inform decisions about a regional prioritization process. In preparation for the September 8, 2011 joint meeting of the Transportation and Growth Management Policy Boards, we would like to provide our input on behalf of King County's executive and legislative branches responding to several of the emerging policy questions identified in August 2011. We hope that this is useful for the discussion and for the development of a draft recommendation.

1. We agree that the results of the prioritization process should be used for the 2014 update of the regional plan. While the process may in the future inform other activities, such as identification of priorities for the state legislature and project selection processes, we believe that the purpose should be limited to updating the 2014 regional plan. Specifically, the process should be used to determine projects that should be in the plan, identify which projects should be in the constrained portion of the plan, and clarify which constrained projects should occur in the first decade and be included in the PSRC's Ten Year Action Strategy. The PSRC should then work to maximize state and federal funding for the plan.

2. Preservation, maintenance and operations should continue to be the region's highest priority in the context of local and regional roads. We believe that we must place the highest priority on keeping our facilities and services in a state of good repair to ensure safety and the best cost environment for operations. In particular, those services and facilities that are most used should be prioritized, both regionally and locally.

3. The movement of people and goods should be assigned a slightly higher weight than the other four goals. Since this is a prioritization process for transportation projects and programs, and since most of the revenue for transportation projects comes directly from system users, mobility should figure more prominently.

4. Higher, but not exclusive, priority should be given to projects within or serving regionally designated urban and manufacturing centers. While regional designated centers should have a higher but not exclusive priority, all parts of the region, including rural areas, should be considered in the priority process. The appropriateness of project types for different locations should be assessed. For example, in the centers, it will be important to prioritize transit and non-motorized projects, while in the rural areas, it will be more important to emphasize preservation, maintenance and operations while still considering transit and non-motorized needs.

5. The prioritization process should strike a balance between growth goals and growth realities. An assessment of actual job and population growth compared to Vision 2040 targets will be useful in formulating a prioritization process. Preliminary information suggests that nearly two-thirds of the actual job growth during 2003-2008 and nearly forty percent of the region's housing growth during 2000-2010 has occurred in the metro cities and the core cities. This compares favorably with the rough target percentages. However, considerable growth also appears to have occurred in the unincorporated areas and small cities. The need of this existing growth also needs to be addressed.

The PSRC should also work with the state to ensure appropriate investments are made on state routes in these areas. More information about this will be needed to ensure that the prioritization process reflects the adopted goals and also acknowledges the demands imposed by actual growth.

Thank you for considering our comments in advance of the September 8, 2011 meeting. We look forward to a robust discussion and productive outcome.

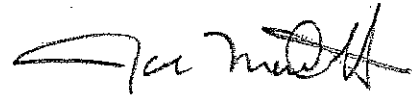
Sincerely,



Dow Constantine
King County Executive



Kathy Lambert
Councilmember, District 3



Joe McDermott
Councilmember, District 8

cc: Fred Jarrett, Deputy County Executive, King County Executive Office (KCEO)
Sung Yang, Chief of Staff, KCEO
Joe Woods, Deputy Chief of Staff, KCEO
Chris Arkills, Transportation Policy Advisor, KCEO
Harold S. Taniguchi, Director, King County Department of Transportation (KCDOT)
Ron Posthuma, Assistant Director, KCDOT